

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Please cancel claims 1-15 and substitute the following new claims.

16. (New) An installation for aftertreatment of exhaust gas generated by an internal combustion engine, comprising:

a nitrogen oxide storage catalytic converter,

an SCR catalytic converter arranged either downstream of or integrated with the nitrogen oxide storage catalytic converter, said SCR catalytic converter being capable of storing ammonia, and

at least one of:

an NO₂ producing catalytic converter arranged upstream of the SCR catalytic converter, and

a particulate filter arranged at one of:

(i) a position upstream of the nitrogen oxide storage catalytic converter;

(ii) a position between the nitrogen oxide storage catalytic converter and the SCR catalytic converter, and

(iii) a position downstream of the SCR catalytic converter.

17. (New) The exhaust gas aftertreatment installation as claimed in claim 16, comprising an oxidation catalytic converter arranged as a first exhaust gas aftertreatment component, as seen in the direction of flow of the exhaust gas.

18. (New) The exhaust gas aftertreatment installation as claimed in claim 16, comprising an oxidation catalytic converter as a last exhaust gas aftertreatment component as seen in the direction of flow of the exhaust gas.

19. (New) The exhaust gas aftertreatment installation as claimed in claim 17, comprising a second oxidation catalytic converter as a last exhaust gas aftertreatment component as seen in the direction of flow of the exhaust gas.

20. (New) The exhaust gas aftertreatment installation as claimed in claim 16, comprising an oxidation catalytic converter connected directly upstream of the particulate filter.

21. (New) The exhaust gas aftertreatment installation as claimed in claim 17, comprising an oxidation catalytic converter connected directly upstream of the particulate filter.

22. (New) The exhaust gas aftertreatment installation as claimed in claim 18, comprising an oxidation catalytic converter connected directly upstream of the particulate filter.

23. (New) The exhaust gas aftertreatment installation as claimed in claim 19, comprising an oxidation catalytic converter connected directly upstream of the particulate filter.

24. (New) The exhaust gas aftertreatment installation as claimed in claim 16, wherein the nitrogen oxide storage catalytic converter and the SCR catalytic converter are integrated in a common, combined catalytic converter which includes a nitrogen oxide storage catalyst material and an SCR catalyst material in mixed form or alternating in the direction of flow of the exhaust gas.

25. (New) The exhaust gas aftertreatment installation as claimed in claim 17, wherein the nitrogen oxide storage catalytic converter and the SCR catalytic converter are integrated in a common, combined catalytic converter which includes a nitrogen oxide storage catalyst material and an SCR catalyst material in mixed form or alternating in the direction of flow of the exhaust gas.

26. (New) The exhaust gas aftertreatment installation as claimed in claim 18, wherein the nitrogen oxide storage catalytic converter and the SCR catalytic converter are integrated in a common, combined catalytic converter which includes a nitrogen oxide storage catalyst material and an SCR catalyst material in mixed form or alternating in the direction of flow of the exhaust gas.

27. (New) The exhaust gas aftertreatment installation as claimed in claim 19, wherein the nitrogen oxide storage catalytic converter and the SCR catalytic converter are integrated in a common, combined catalytic converter which includes a nitrogen oxide storage catalyst material and an SCR catalyst material in mixed form or alternating in the direction of flow of the exhaust gas.

28. (New) The exhaust gas aftertreatment installation as claimed in claim 20, wherein the nitrogen oxide storage catalytic converter and the SCR catalytic converter are integrated in a common, combined catalytic converter which includes a nitrogen oxide storage catalyst material and an SCR catalyst material in mixed form or alternating in the direction of flow of the exhaust gas.

29. (New) The exhaust gas aftertreatment installation as claimed in claim 21, wherein the nitrogen oxide storage catalytic converter and the SCR catalytic converter are integrated in a common, combined catalytic converter which includes a nitrogen oxide storage catalyst material and an SCR catalyst material in mixed form or alternating in the direction of flow of the exhaust gas.

30. (New) The exhaust gas aftertreatment installation as claimed in claim 22, wherein the nitrogen oxide storage catalytic converter and the SCR catalytic converter are integrated in a common, combined catalytic converter which includes a nitrogen oxide storage catalyst material and an SCR catalyst material in mixed form or alternating in the direction of flow of the exhaust gas.

31. (New) The exhaust gas aftertreatment installation as claimed in claim 23, wherein the nitrogen oxide storage catalytic converter and the SCR catalytic converter are integrated in a common, combined catalytic converter which includes a nitrogen oxide storage catalyst material and an SCR catalyst material in mixed form or alternating in the direction of flow of the exhaust gas.

32. (New) The exhaust gas aftertreatment installation as claimed in claim 16, wherein the engine is a motor vehicle propelling engine.

33. (New) A method for the aftertreatment of an exhaust gas generated by a combustion device comprising:

temporarily storing nitrogen oxides contained in the exhaust gas in a nitrogen oxide storage catalytic converter during adsorption operating phases thereof and releasing the nitrogen oxides therefrom during regeneration operating phases thereof, with ammonia being generated, and

temporarily storing the ammonia in a downstream SCR catalytic converter and using the ammonia for nitrogen oxide reduction,

wherein recorded nitrogen oxide content of the exhaust gas downstream of the SCR catalytic converter and/or downstream of the nitrogen oxide storage catalytic converter and/or the ammonia loading of the SCR catalytic converter is used as a criterion for the instant at which a regeneration operating phase is triggered for the nitrogen oxide storage catalytic converter.

34. (New) The method as claimed in claim 33, wherein a desired ammonia generation quantity which is to be generated during a current regeneration operating phase of the nitrogen oxide storage catalytic converter is determined, and the subsequent regeneration operating phase is carried out as a function of the desired ammonia generation quantity determined.

35. (New) The method as claimed in claim 33, wherein a condition whereby the recorded exhaust gas air ratio downstream of the nitrogen oxide storage catalytic converter drops below a threshold value, which is predetermined as a function of the desired ammonia generation quantity, is used as a criterion for terminating a respective regeneration operating phase of the nitrogen oxide storage catalytic converter.

36. (New) The method as claimed in claim 34, wherein a condition whereby the recorded exhaust gas air ratio downstream of the nitrogen oxide storage catalytic converter drops below a threshold value, which is predetermined as a function of the desired ammonia generation quantity, is used as a criterion for terminating a respective regeneration operating phase of the nitrogen oxide storage catalytic converter.

37. (New) The method as claimed in claim 33, wherein during a respective regeneration operating phase of the nitrogen oxide storage catalytic

converter, the combustion device is operated under lean-burn conditions, in particular with an air ratio of between 1.0 and 1.2, and the exhaust gas air ratio upstream of the nitrogen oxide storage catalytic converter is lowered into the rich range ($\lambda < 1$) by reducing agent being fed to the exhaust gas.

38. (New) The method as claimed in claim 34, wherein, during a respective regeneration operating phase of the nitrogen oxide storage catalytic converter, the combustion device is operated under lean-burn conditions, in particular with an air ratio of between 1.0 and 1.2, and the exhaust gas air ratio upstream of the nitrogen oxide storage catalytic converter is lowered into the rich range ($\lambda < 1$) by reducing agent being fed to the exhaust gas.

39. (New) The method as claimed in claim 35, wherein, during a respective regeneration operating phase of the nitrogen oxide storage catalytic converter, the combustion device is operated under lean-burn conditions, in particular with an air ratio of between 1.0 and 1.2, and the exhaust gas air ratio upstream of the nitrogen oxide storage catalytic converter is lowered into the rich range ($\lambda < 1$) by reducing agent being fed to the exhaust gas.

40. (New) The method as claimed in claim 36, wherein, during a respective regeneration operating phase of the nitrogen oxide storage catalytic converter, the combustion device is operated under lean-burn conditions, in particular with an air ratio of between 1.0 and 1.2, and the exhaust gas air ratio

upstream of the nitrogen oxide storage catalytic converter is lowered into the rich range ($\lambda < 1$) by reducing agent being fed to the exhaust gas.

41. (New) A method for the aftertreatment of an exhaust gas generated by a combustion device, comprising:

temporarily storing nitrogen oxides contained in the exhaust gas in a nitrogen oxide storage catalytic converter during adsorption operating phases thereof and releasing the nitrogen oxides therefrom during regeneration operating phases thereof, with ammonia being generated, and

temporarily storing the ammonia in a downstream SCR catalytic converter and using the ammonia for nitrogen oxide reduction,

wherein a desired ammonia generation quantity which is to be generated during a current regeneration operating phase of the nitrogen oxide storage catalytic converter is determined, and the subsequent regeneration operating phase is carried out as a function of the desired ammonia generation quantity determined.

42. (New) The method as claimed in claim 41, wherein a condition whereby the recorded exhaust gas air ratio downstream of the nitrogen oxide storage catalytic converter drops below a threshold value, which is predetermined as a function of the desired ammonia generation quantity, is used as a criterion for terminating a respective regeneration operating phase of the nitrogen oxide storage catalytic converter.

43. (New) The method as claimed in claim 41, wherein, during a respective regeneration operating phase of the nitrogen oxide storage catalytic converter, the combustion device is operated under lean-burn conditions, in particular with an air ratio of between 1.0 and 1.2, and the exhaust gas air ratio upstream of the nitrogen oxide storage catalytic converter is lowered into the rich range ($\lambda < 1$) by reducing agent being fed to the exhaust gas.

44. (New) The method as claimed in claim 42, wherein, during a respective regeneration operating phase of the nitrogen oxide storage catalytic converter, the combustion device is operated under lean-burn conditions, in particular with an air ratio of between 1.0 and 1.2, and the exhaust gas air ratio upstream of the nitrogen oxide storage catalytic converter is lowered into the rich range ($\lambda < 1$) by reducing agent being fed to the exhaust gas.